

# **APPENDIX A: CONTRACT AWARD BRIEFING PAPER - PART I**

Woolwell to The George Transport Scheme Construction NEC  
project management support



## I. INTRODUCTION

This briefing report is in relation to the procurement of appropriate and qualified support to undertake the NEC Project Manager and NEC Supervisor roles along with and general project assistance to support the Council on the development and delivery of the Woolwell to The George transport scheme. The scope includes the conclusion of Pre-Construction, the full Construction period along with the Defect Period and any subsequent scheme review required for any reports to our funders.

The scope of works required includes:

- NEC Project Manager role
- NEC Supervisor role
- Lead the project and act as the main client interface, including day to day management of all stakeholders
- Contribution towards the business case
- Write papers and recommendations as necessary
- Monthly dashboard reports
- Input and attendance at board meetings
- Review contractor's reports, programmes, risk registers, cost plans to input into the scheme project management documentation
- Assist in the preparation of the project brief for the Pre-Construction Phase, including Works Information and contract data
- Assist in the preparation of the project brief for the construction stage, including works information and contract data
- Assist in agreeing project Key Performance Indicators and assessing scores and reviews with Contractor, Client and Framework provider
- Facilitate progress meetings with the contractor
- Facilitate workshops, such as risk management
- Production and management of project risk register
- Review lessons learnt from this and recent projects and incorporate positive change where applicable
- Review contractor's key documents, such as communications plan, traffic management proposals and project implementation plan
- Managing contractor's plans and summarising headlines to appropriate stakeholders
- Review contractor's scope and tendered work to sub-contractors and consultants
- Review contractor's proposals for surveys
- Management of internal and external stakeholders, including councillors and other authorities
- Management of client internal reviews, such as Engineering Design Group and Natural Infrastructure Team teams
- Formalise/input instructions to the contractor and manage early warnings
- Management/input of change and review of contractor's quotations
- Reviewing programme updates and producing overall client programme
- Reviewing and managing budgets
- Coordination between the Transforming Cities Fund (TCF) element and the main scheme
- Coordination of utilities and risk management of stats
- Coordination and undertaking of transport modelling
- Coordination and undertaking of design and / or design reviews where required
- Coordination of technical approvals
- Supervision of any surveys / enabling works / construction
- Support with high level technical input

- Any other duties appropriate to the appointment

## 2. BACKGROUND

The Woolwell to The George transport scheme (WTTG) will alleviate congestion at the notorious pinch-point between Woolwell and The George junction, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are regularly queues and delays at peak times, caused by traffic having to merge over very short distances. The impact of this congestion extends far beyond the immediate Woolwell area, affecting the A386 Tavistock Road as far south as Manadon Roundabout and also disrupts the reliability of the bus network. The route also has poor provision for pedestrian and cyclists and crossing the A386 in particular is very difficult in busy periods.

The problems faced along this section of the transport network are well documented and have been since as far back as the late 1970's. In 1979 Devon County Council (DCC) adopted the Devon Structure Plan which identified the need to dual from Derriford Roundabout to Roborough.

Widening along the A386 between Woolwell and The George Junction featured annually within DCC's Transport Policies and Programme (TPP) submission for many years during 1980s and early 1990s.

DCC consulted on a scheme for between Woolwell and The George and secured some plots of land via a widening line within the scheme area and further to the south as well.

In 1980 DCC held a consultation which considered the A386 route in three sections:

- Derriford Roundabout to The George;
- The George to Woolwell; and
- Woolwell to Roborough

DCC, the then Highway Authority, made the decision to build the Roborough Bypass first to provide a new dual carriageway between Woolwell and Roborough which opened in 1992 to serve northern Plymouth as well as the Woolwell estate.

The rest of the A386, Derriford to Woolwell, was also split into 3 phases:

- 2a Signal controlled junction at The George,
- 2b Dual George to Woolwell and
- 2c Dual Derriford Roundabout to The George.

In 1995, DCC held a further consultation asking for opinions on the order in which schemes should be constructed. 2a Signalisation of George Junction came out on top and it was the implementation of that scheme which Plymouth City Council (PCC) inherited in 1998 when Plymouth became a Unitary Authority and was delivered in the early 2000's. The other two schemes remain to be implemented and explains therefore why the WTTG scheme continues to be required to this day.

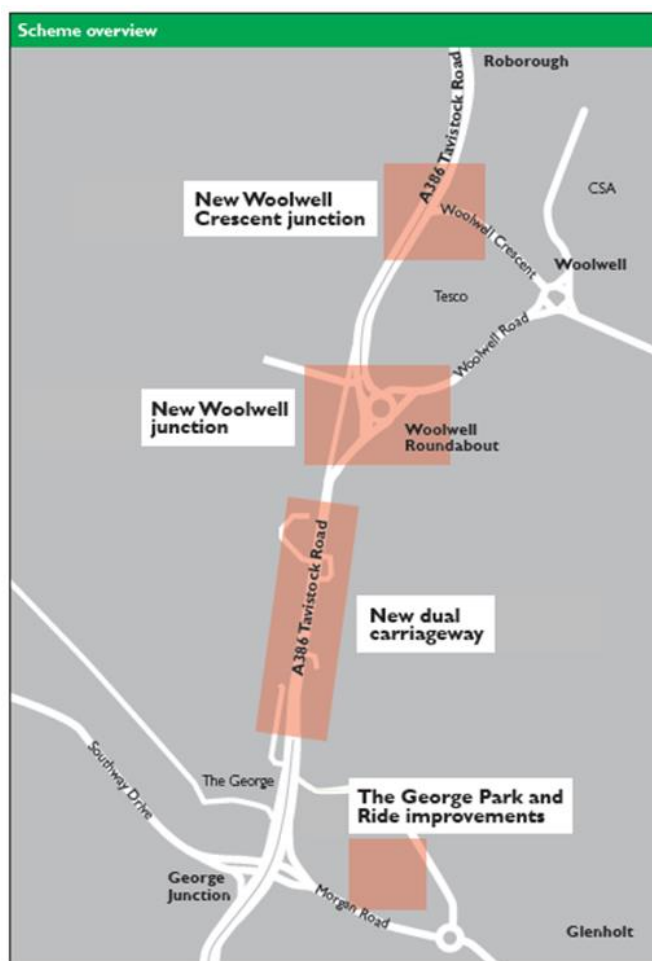
More recently, the Council's Third Local Transport Plan 2011-2016, expressly identifies that highway improvements are required between Woolwell and The George.

The problems identified in this document have continued and have subsequently led to their inclusion in the Plymouth and South West Devon Joint Local Plan (JLP), including an Infrastructure Needs Assessment, which was consulted upon in 2017 and adopted in 2019. The inclusion of the scheme in the City's key spatial planning documents is in recognition of the wider benefits that the scheme will deliver to local communities and to the city.

With significant growth planned for the north of the city and traffic forecast to increase along this route, it is vital to provide improvements that will encourage more walking, cycling and bus travel, as well as minimise congestion and delays for general traffic. With the planned future growth to the Northern Corridor, the performance of the network is forecast to deteriorate further, with worsening journey times and reliability.

The WTTG scheme will deliver:

- Dedicated walking and cycling facilities, linking the George Park and Ride site with the existing Woolwell community and 2,000 new houses at the WUE development, and improving access to the Park and Ride site from Plymouth's Strategic Cycle Network (SCN).
- Woolwell Roundabout upgraded to a signalised junction, increasing capacity and improving pedestrian and cycle crossings.
- Improved capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George Park and Ride site, enhancing accessibility to The George Park and Ride site by vehicles travelling in from northern Plymouth and beyond.
- Increase parking capacity at The George Park and Ride site including spaces with electric vehicle charge points.



The scheme will be delivered in phases, with the new Woolwell Crescent junction, including walking and cycling improvements, being the first phase. Phase 1 is largely funded by the Department for Transport's Transforming Cities Fund with the remainder funded by the Government's Levelling Up Fund. Phase 3, The George Park and Ride extension, is entirely funded through money secured from the Government's Levelling Up Fund.

External project support is required for Phase 1 and 2 in order to progress the elements at pace to meet funding agreement timeframes and allow construction to proceed.

Phase 2, Tavistock Road A386 / Woolwell Road is reliant on the acquisition of land, where possible land will be secured through negotiation however Compulsory Purchase Orders may be required to be able to deliver the planned improvements.

### **3. PROCUREMENT PROCESS**

This award is being made via the NHS Framework to ensure that the procurement process meets Contract Standing Order requirements for a procurement of this value.

The NHS Framework was competitively tendered and awarded in 2023 thus ensuring value for money for the project and all fees for using the Framework are paid by the consultant and not the Client.

### **4. FINANCIAL IMPLICATIONS**

The contract value is **£1,063,541.12** and financial provision of this amount has been made for this contract within the project budget. Details of the contractual pricing are set out in the Contract Award Report and associated documents which are Part II papers.

As the works are provided under a time charge basis, if the Council were required to pause or end the project prematurely, the Council would only be liable for payment of any works undertaken or works needed to bring the project or works to an end and would not be liable for the full contract value unless works had been undertaken up to this value within the contract period.

### **5. APPROVAL**

On 09 November 2021, Cabinet delegated to the Service Director for Strategic Planning & Infrastructure approval of all subsequent procurement and contract awards associated with developing and delivering the Woolwell To The George Transport Improvements Scheme through to construction and completion in consultation with the Cabinet Member for Transport. The Cabinet decision and associated documentation can be found at:

[Woolwell To The George Transport Improvements: Scheme Approval & In Principle Compulsory Purchase Order Resolution. Meeting of Cabinet, Tuesday 9 November 2021 4.00 pm \[Item 201.\]](#)